

## Captain Tells How Ship Mary Saved Hawker

Fliers Were So Exhausted They Refused Food Until After They Had Slept; Then 'Schnapps' Helped

Lack of Radio a Worry

Aviators Also Annoyed Because They Could Not Salvage Airplane, He Says

HORSBENS, Denmark, May 29 (By The Associated Press).—The Danish steamship Mary, which rescued Harry G. Hawker and Lieutenant Commander Grieve in midatlantic on May 19, when they were compelled to descend during their attempt to fly from Newfoundland to Ireland, arrived here early today. Captain Duhn and his mates told of the rescue of the aviators.

Second Mate Hoey had the watch, when at 6 o'clock in the morning they sighted the airplane, which came down into the sea off the bow of the ship. Hoey and Schwartz immediately prepared to launch a boat, and with First Mate Schubert, Seaman Fred Jensen and Christian Larsen, the ship's carpenter, they set out for the airplane.

The crew of the Mary had considerable difficulty in launching a boat, and Captain Duhn said he doubted whether it could have been possible to do so had the airplane appeared an hour later than it did.

Aviators Both Exhausted  
Hawker and Grieve were greatly exhausted after the rescue, the captain said, so much so that they declined proffered food in order to obtain needed sleep. Captain Duhn declared the aviators naturally were upset because the Mary had no wireless and they were unable to inform their relatives that they were safe. The captain and Hawker also were somewhat disappointed because he was unable to salvage the airplane so he might learn definitely why he had failed.

"When I came on the bridge," Captain Duhn said, "the machine already had alighted on the water. The airman told us that before coming down they had dropped rockets, but we did not see them. The work of saving the airman was pretty difficult, because it was blowing very hard. Hawker and Grieve were in the water up to their waists, but their watertight suits kept them dry."

Sea Made Rescue Difficult  
Asked whether the crew of the lifeboat was in serious danger in effecting the rescue, the captain replied:

"I will not say serious danger, but, as I said, it was a rather difficult hour before they succeeded in reaching the airman."

"All the airman wanted to do was to sleep. They told us from the very start they realized everything was not quite in order, but that they had comforted themselves with the hope that later they would get the right off-starting. The successful accomplishment of the final lap from Lisbon to Plymouth. Great appreciation is expressed of the American offer to place its transatlantic preparations at the disposal of European airmen."

Bill Provides Medals  
And Rank for Fliers  
WASHINGTON, May 29. Congressional medals of honor and higher rank in the permanent naval establishment would be conferred upon Albert G. B. Bellinger for their services in the transatlantic flight under a bill introduced today by Representative Hicks of New York. Read and Towers would be made commanders and Bellinger a lieutenant commander. Towers and Bellinger hold the proposed ranks temporarily.

Senator Moses, of New Hampshire, introduced a joint resolution extending the thanks of Congress to Lieutenant Commander Read.

Non-Stop Trip Must Be Made by an Aviator of Allied Nationality, Says Ortez  
Raymond Ortez, proprietor of the Brevoort and Lafayette hotels, has offered, through the Aero Club of America, a prize of \$25,000 for the first non-stop flight between New York and Paris by any aviator of allied nationality.

The distance between New York and Paris is roughly 3,000 miles. Mr. Ortez's offer stands for the next five years.

"I decided to make the offer a few days ago," Mr. Ortez explained yesterday, "because I had read so much about flights from Canada to Ireland and New York to the Azores, Lisbon and England. I said to myself, 'Where does France come in?'"

"The question of conditions, I am willing to leave to the Aero Club of America. Anything they say is all right. I mention New York and Paris, but I shall not object if one end of the flight is Montreal and the other some spot near the French capital."

At the request of the Aero Club, Mr. Ortez will post the prize at once. The club has not yet made known its action on the offer or the conditions of the flight.

American Aviators Received in Lisbon  
By President Castro

LISBON, May 29. (By The Associated Press).—Commander John H. Towers, Lieutenant Commander A. C. Read and Lieutenant Commander P. N. L. Bellinger, commanders of the American transatlantic seaplanes, were received today by President Canto y Castro, who formerly was an admiral in the Portuguese navy.

The Portuguese government in bestowing upon all three the Grand Cross of the Order of the Tower and Sword. The municipal council of Lisbon today decided to award a gold medal to the aviators.

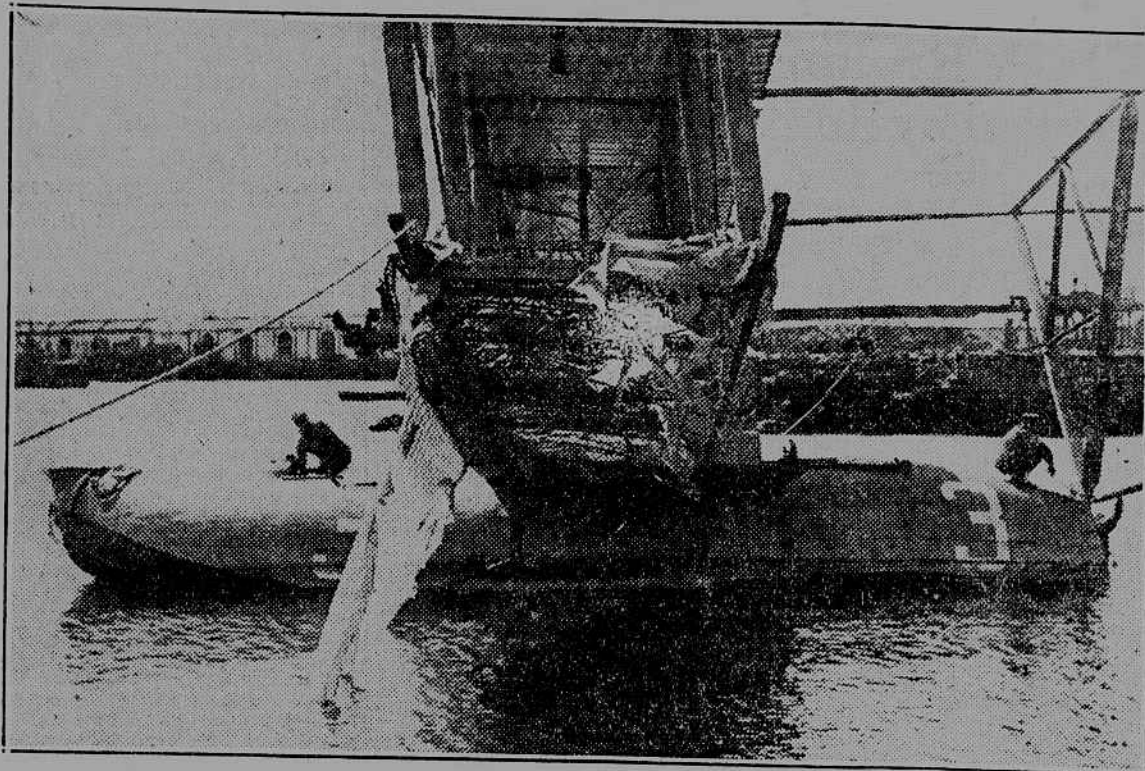
The newspapers print long articles expressing friendship for the United States and all reproduce the phrase: "You have done what the Portuguese did centuries ago, but they reached America by sea, while you reached Portugal by air."

Hawker and Grieve Are Given Noisier Greeting Than Any Hero of War

NEW YORK TRIBUNE  
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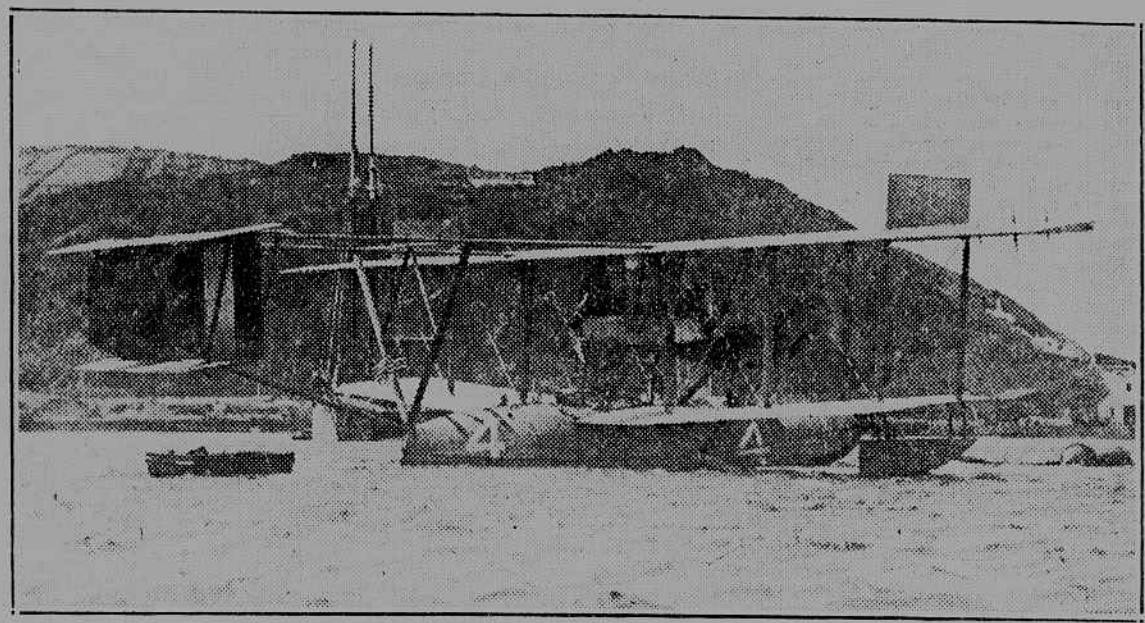
LONDON, May 29.—Wherever Harry Hawker and Mackenzie Grieve appear, immense crowds gather quickly and they are forced to travel through back streets to escape the throngs who are

## NC-3 Battered in Fight With Sea



Official photo, U. S. Naval Air Service  
The picture shows how the wing of Commander Tower's flagplane was shattered by the rough seas through which it battled its way into its Azores harbor.

## NC-4 at Anchor in Harbor of Horta



Official photo, U. S. Naval Air Service

## Air Congress Asks U. S. for Liberal Aerial Programme

Passage of Bill Providing for Engineering Experiment Stations Similar to State Colleges Urged

ATLANTIC CITY, May 29. — The second Pan-American Aeronautic Congress to-day passed a resolution urging upon Congress adoption of a liberal programme for development of aeronautics, including establishment of engineering schools in every state along the plans of the state agricultural colleges, and experiment stations to do for aviation what the latter have done for agriculture.

The resolution, which received the unanimous endorsement of the Aero Club of America and the Aerial League of America, read:

"Whereas, It is universally conceded that development of the natural resources of the United States, together with encouragement of American industries and commerce of all kinds, is one of the most vitally important matters for consideration of the special session of Congress; and

"Whereas, It is obvious that organized engineering and industrial research is one of the most important and necessary factors in such development of our natural resources, industries and commerce;

"Whereas, The art of flying has been so far developed that it has taken a permanent place in the commercial life of the nation as well as in the equipment of the American army and navy;

"Whereas, The art of flying, and the devices for flying and minimizing the dangers of flying, have only begun to be developed and need the broadest encouragement;

"Whereas, The establishing of engineering experiment stations in each state and territory for the promotion of engineering and industrial research as a measure of industrial, commercial and naval progress and preparedness in time of peace or war is one of the most important steps which Congress should take at this time in the encouragement of further progress in the art of flying, and the development of training in research along all lines bearing upon the art of flying and the construction of flying equipment;

"Whereas, There is a bill before the special session of Congress known as the Smith-Howard bill, proposing the establishment of the said engineering experiment stations, the work of which includes aeronautics, aerodynamics, and many other researches and investigations bearing upon the art of flying and the production of materials needed in the art of flying;

"Therefore, be it resolved, That the second Pan-American Aeronautical Convention express its unanimous endorsement of this act by the Congress of the United States in making appropriations for establishing the proposed stations, and also the hope that Congress will give this encouragement to American engineering and industrial research without further delay."

Adoption of international medical standards for classification of those who want to fly was urged in a report by the special committee on air medical standards.

## Congress Asked to Protect Owners in Returning Wires

General Manager of Postal Ousted by Burleson Says That System Is Ready to Cut Rates 20 Per Cent

WASHINGTON, May 29.—Provision against financial embarrassment of the telephone and telegraph properties of the country in returning them to their owners was asked of Congress by witnesses appearing before the Senate Interstate Commerce Committee at its initial hearing to-day on legislation for the return of the wire systems.

The request that the government, in turning back the wires, protect the owners was made by N. C. Kingsbury, vice-president of the American Telephone and Telegraph Company; F. C. McKinnon, vice-president of the United States Independent Telephone Association; F. C. Stevens, of St. Paul, representing other independent telephone companies; and H. L. Reber, of St. Louis, president of the Kinloch Telephone Company.

Charles Elm, president of the National Association of Railway and Public Utility Commissioners, urged that the system be returned without any remedial legislation.

Although the committee had planned to hold hearings to-day only, announcement was made that it will meet again to-morrow to hear Newcomb Carlton, president of the Western Union Telegraph Company. Chairman Cummings said the committee plans to agree upon a bill without delay and would be ready to submit a report to the Senate by Monday.

The purpose of Congress, to return the telephone and telegraph wires to their private owners as soon as possible was strengthened when Edward Reynolds, removed last December by Postmaster General Burleson as general manager of the Postal Telegraph Company, asserted that a 20 per cent reduction in rates by both telegraph companies will follow a return of the wires.

The Postal stood ready, he said, to reduce rates everywhere 20 per cent the day the government takes its hands off the wires and turns them back to their private owners. With the Postal reducing rates, the Western Union will certainly follow, Reynolds believed.

He pointed to the fact that the Bell system increased its dividend from 6 to 7 per cent six months before its lines were taken over to demonstrate that it was prospering under the old conditions.

Government operation of the telegraphs had shown, Reynolds said, that consolidation in the operation of the wires resulted in inferior service and higher rates. Competition was the only means to efficiency, he contended.

Every move made by the Postmaster General, he asserted, had been made with the idea of bringing about a single monopolistic system. He called attention to the fact that Theodore N. Vail, head of the Bell system, had for years been striving to bring about such a consolidation of all wire systems.

"They have tried in every way to break our system," Reynolds said in answer to a question, "but they never, to my knowledge, have tried to buy us out."

## Seal Bonds With France, Says Tardieu

Continued from page 1

cities rise before us as a challenge to the Belgian, French and Serbian ruins.

Accuse Allies of Imperialistic Peace

"And to crown this paradox they reproach us, as some Frenchmen have also reproached us, of having made an imperialistic peace, and while, from the highest points of the political structure, these varied and contradictory principles are solemnly appealed to, lower down are spread absurd fairy tales or monstrous calumnies. The disillusion on the part of Americans with regard to France, the poor welcome given at this end to your troops, the systematic overcharging of your men by our peasants and merchants, leases on the trenches, leases on the cemeteries, and God knows what more! I feel ashamed to reproduce here such ignominious lies, but I do it just to draw their venom."

"There are those who cannot lose sight of the past with its contemplation of the splendors of the future, men who feel obscurely that the union of two nations such as yours and ours, the association of two men such as Wilson and Clemenceau for the greatest work in history, are preparing a rough future of defeat for all the forces of autocracy, of conservatism and of reaction."

Laws of History

Are Misconstrued

"There are also some who, misconstruing the laws of history, measure, after long sufferings, the success and future of a people according to the number of square miles that it occupies, and who are unable to understand that there can be no greater discredit and no greater danger for the nations that have just broken up the work of Bismarck, than to attempt the resuscitation in a democratic country of the Bismarckian spirit and of political materialism."

"Again, there are those who, misled into the theories of Bolshevism, strive to seize and exploit the power of human progress which has come across the seas with you, in favor of wild dreams which your nation repudiates as energetically as we do, and who, by this attempt, overexcite yet more the reactionary parties whose quarrels would make your country step into heels which do not concern her any more than your interior differences are matters for us Frenchmen to meddle in."

"Lastly, there are mixed up once more in your life, as in our own, those who, both before and during the war, have been, through their morbid craving for disparagement and criticism, the best agents for the enemy—the pessimists, the disintegrators, the demoralizers who work out and multiply, to the greater harm of their country, all the political errors and all the imprudent and light words."

Dangers Cause Trouble Atmosphere

"All these dangers taken together, my dear friends, have created at various times during the peace conference a troubled atmosphere. This could have been easily dissipated if the light had been turned full upon it. For the first time I am attempting to do it to-day, in the conviction that I am thus doing a service to my own country as well as to yours. I am doing it before you, and am specially delighted to do it before you, because you are the flower of American youth and because you are about to return to your mother country, where just one will believe you when you say what is true."

"Here, at home, we shall do the same, and you need have no doubt that we also shall be believed. You will tell of France just as you have seen her; you have seen her fight in the front line, you have seen her at work behind the lines. Tell them also, for it is true, that at the peace table she has always been true to her principles and has remained the slave of her word."

To Tell of U. S. Achievement in War

"We, at this end, will tell how, two years ago, you had nothing of the many things which go to make modern war, and how, sixteen months later, you were two million strong in our land. We will tell also that during the labors of the conference our claims found no more farseeing advocate than President Woodrow Wilson. You will say that you were quite aware of all the intrigues on foot intended to darken the purity of our mutual friendship. We will say that we see clearly the game of those for whom the loosening of our common bonds is but an instrument of reaction or one of revolution."

"In that way the Franco-American friendship, offspring of Washington and Lafayette, stimulated and warmed up by the common effort in this war of justice, will triumph over all the hidden attacks and will arise in all its splendor before the clean conscience of the two nations. In that way we shall have continued, enlarged and strengthened the work of our great ancestors, and when this generation shall leave this world of the living she can claim that she has not wasted her day."

"You young Americans, our guests and our brothers, forgive me for these stern words of warning; they are, perhaps, hardly in place on a day of rejoicing, yet I beg of you to give me credit for the good intention which inspired me. For two years I have seen close by what our friendship is capable of; I know how necessary it is to our future and to yours and also to the peace of the world. I wanted to make you the hallowed guardians of this peace, and that is the greatest tribute I can offer to your courage, your intelligence and your conscience."

80 Americans Missing In Blast in Coblenz

LONDON, May 29.—(By The Associated Press).—As a result of a fire in a building occupied by American troops in the Coblenz district, and the explosion of a munition dump yesterday, eighty men are missing, according to a Cologne dispatch to the Exchange Telegraph Company.

A later dispatch from Cologne says that the fire and explosion occurred near the frontier of the Bavarian Palatinate, which is in the French area of occupation.

## U. S. Won't Let Mexican Army Cross Border

Troops Carranza Wants to Move Through Texas Are Declared Inadequate to Protect Americans

Angeles Villa's President

Rebel's Choice Is Man Long Regarded in Washington as Best Fitted for Post

WASHINGTON, May 29.—The United States government has notified President Carranza that permission to move 2,000 Mexican troops across American soil from Agua Prieta to Juarez for operations against Francisco Villa will be withheld for the present.

It was stated officially the government's decision was based on the belief that the force which it was proposed to move to Arizona, New Mexico and Texas would not be able to furnish protection to American citizens in northern Mexico, because the revolutionists had cut the road between Juarez and Chihuahua.

It was made clear at the State Department, however, that in the event President Carranza could show that there was greater necessity for the presence of the force of 2,000 men immediately south of the border at Juarez than at Agua Prieta, in the territory where the Yaqui Indians are becoming troublesome, the position of the United States government might be altered.

Villa Names President

Villa forces have proclaimed general Felipe Angeles Provisional President of Mexico and Villa himself Secretary of War.

The move, coming at the climax of military operations considered by the Carranza government so serious that it asked permission to move troops through the southern states, is regarded here as reflecting a situation more serious in Mexico than any since the triumph of Carranza forces over Villa three years ago. Viewed in connection with the activities of the Felipe Angeles Provisional President of Mexico and Villa himself Secretary of War.

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cista forces in southern Mexico, the situation is regarded as full of possibilities.

American government officials are refusing to comment on the news until they receive official confirmation. There seems, however, to be no doubt of its authenticity.

Angels' reported first proclamation, announcing that Americans in Mexico would be protected, is particularly interesting to officials here, coming as it does, on the heels of the refusal of the State Department to grant Carranza's request.

Governor Closes Border  
Governor Hobby of Texas declined to authorize the passage of Mexican troops through Texas without guarantees of protection to Americans, and so notified the State Department.

Felipe Angeles is well known to American officials through his services to the French government during the European war as inspector of munitions in the United States. He is

held in high esteem by the French government, and was considered by the United States government, at the time of the Niagara Falls conference, the best selection for the Mexican Presidency. At this conference three names were agreed upon by the representatives of the various Mexican factions and the United States as suitable Presidential choices. Angeles' name headed that list.

Ex-Kaiser's War Train Arrives at Versailles

VERSAILLES, May 29. (By The Associated Press).—A special train equipped with wireless telegraph apparatus, which was used by German General Headquarters and the former German Emperor during the war, arrived at Versailles to-day.

The train consists of five coaches, in one of which the transmitters and receivers are installed. The antenna are so arranged that they can be lowered when the train goes through tunnels.

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